

Werk

Titel: The United States with an excursion into Mexico

Verlag: Baedeker [u.a.]

Ort: Leipzig [u.a.]

Jahr: 1899

Kollektion: Itineraria

Werk Id: PPN242370497

PURL: <http://resolver.sub.uni-goettingen.de/purl?PID=PPN242370497> | LOG_0055

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10. From Portland to Mount Desert. Moosehead Lake.

a. Via Bangor.

190 M. MAINE CENTRAL RAILROAD to (180 M.) *Bar Harbor Ferry* in $5\frac{1}{2}$ - $7\frac{3}{4}$ hrs.; steam-ferry thence to (10 M.) *Bar Harbor* in $\frac{3}{4}$ hr (through-fare \$5; parlor-car \$1.25, sleeper \$2). From Boston to *Bar Harbor* by this route in $9\frac{1}{2}$ hrs. (fare \$6 $\frac{1}{2}$, parlor-car \$1.50, sleeper \$2).

Portland, see p. 107. The line runs to the N., affording a good retrospect of the city, and soon crosses the *Presumpscot*. 11 M. *Cumberland Junction* (p. 118). We cross the Grand Trunk Railway at (15 M.) *Yarmouth Junction* (comp. p. 124). — 30 M. **Brunswick** (*Tontine*, \$2-2 $\frac{1}{2}$; *Rail. Restaurant*), a flourishing town of 6012 inhab., lies at the head of the tidal waters of the *Androscoggin*, which forms three small falls here. It is the seat of *Bowdoin College* (near the station), one of the leading institutions of learning in New England (3-400 students). The *Walker Art Building*, belonging to the college, is adorned with frescoes by Elihu Vedder, Abbott Thayer, Kenyon Cox, and John Lafarge, and contains about 150 paintings, including some good portraits and works attributed to Hogarth, Brouwer, Berghem, [Hondekoeter, Van Dyck (*Portrait), Rubens, and Teniers. 'Uncle Tom's Cabin' was written at Brunswick, while Mrs. Stowe's husband was a professor at Bowdoin (pron. 'Bowden') College (1851-52). Longfellow was also a professor at Bowdoin College in 1829-35; and Hawthorne, Longfellow, Governor Andrew (p. 97), and Chief Justice Fuller are among its alumni.

Brunswick is the junction of the line to *Bath* and (56 M.) *Rockland* (see R. 10 b). Lines also run hence to (20 M.) *Lewiston* (p. 118) and *Leeds Junction* (p. 118).

Beyond Brunswick we cross the *Androscoggin* and run to the N. along the *Kennebec* (to the right). 48 M. *Iceboro*, with the largest ice-houses in the world (on the river; 1,000,000 tons of ice are shipped from the *Kennebec* yearly to all parts of the world); 56 M. *Gardiner*, a city with 5491 inhab., engaged in wood-sawing in summer and ice-cutting in winter.

63 M. **Augusta** (*Augusta Ho.*, *Cony Ho.*, \$2), the capital of Maine, with 10,527 inhab., lies on both sides of the *Kennebec*, about $\frac{1}{2}$ M. below the huge *Kennebec Dam*, which affords ample water-power for its factories. The principal buildings are the *Post Office*, the *Lithgow Library*, the *City Hall*, and the solid granite **State House*, the dome of which commands a beautiful **View*. On the E. side of the river are the huge *State Insane Asylum* and the *Kennebec Arsenal*. Augusta was the home of *Mr. J. G. Blaine* (d. 1893). There is a *Soldiers' Monument*. In 1898 a memorial tablet was placed on the historic *Fort Western* (1754). Steamers ply from Augusta to Gardiner (see above), connecting with large boats for Portland, Boston, etc.

In leaving Augusta we cross the *Kennebec*, which now runs to our left. Beyond (80 M.) *Winslow* we cross it again, near its confluence with the *Sebastcook*. — 82 M. *Waterville* (*Elmwood Ho.*,

\$2-2½; Rail. Restaurant), with 7107 inhab., large cotton-mills, and a Baptist college (Colby College; 220 students), is the junction of the Lewiston division of the Maine Central R. R. (see p. 118) and of a branch-line to (18 M.) *Skowhegan* (5068 inhab.). Gen. Ben Butler (1818-93) was a student of Colby College. The trotter 'Nelson', which long held the record for stallions (2.10¾), was reared on a farm adjoining Waterville. On the Kennebec near Waterville are the *Taconic Falls*. — The train now crosses and leaves the Kennebec, and passes over the watershed between that river and the Penobscot. From (96 M.) *Burnham* a branch-line runs to (34 M.) *Belfast* (5294 inhab.), on Penobscot Bay; and from (103 M.) *Pittsfield* another runs to (8 M.) *Hartland*. To the right flows the *Sebasticook*. 110 M. *Newport* is the junction of a line running N. to *Dexter*, *Dover*, and (66 M.) *Moosehead Lake* (see below).

137 M. *Bangor* (*Bangor Ho*, \$2-2½; *Penobscot Exchange*, *Bangor Exchange*, *Windsor*, \$2; Rail. Restaurant), the third city in Maine, with 19,103 inhab., is commandingly situated on the *Penobscot*, at the head of navigation and 60 M. from the ocean. Its chief industry is the sawing and shipment of timber, about five million ft. of lumber being annually floated down to it from the vast forests of Northern Maine. Among its chief buildings are the *Custom House*, the *Theological Seminary*, and *Norumbega Hill*.

FROM BANGOR TO ST. JOHN (in New Brunswick), 205 M., railway in 6¾-7¼ hrs. (from Boston to St. John, 450 M., in 15 hrs). This line is a continuation of that described above from Portland to Bangor, and passes through a district of great importance to the sportsman. The following are the chief stations — 13 M. *Oldtown*, the junction of the line to *Moosehead Lake* (see below). The second railway in the United States, opened in 1836, ran from *Oldtown* to *Bangor*. — 59 M. *Mattawamkeag*, the junction of a line to *Greenville* (*Moosehead Lake*) and thence to *Lake Megantic* and *Sherbrooke* (p. 111). — Beyond (115 M.) *Vanceboro* (Rail. Restaurant) the train crosses the *St. Croix*, enters *New Brunswick* (Canada), and passes on to the *Canadian Pacific Railway*. 121 M. *McAdam Junction*, for the line to (43 M.) *St. Andrews* (*Algonquin Hotel*, \$3-5). — 161 M. *Fredericton Junction*, for (22 M.) *Fredericton* (*Queen's*, *Barker*, \$2-2½; pop. 6502), the capital of New Brunswick, whence we may descend the *St. John River* (fine scenery) by steamer to (84 M.) *St. John* (see *Baedeker's Canada*). — 205 M. *St. John* (*Dufferin*, *Royal*, \$2½-4; *Victoria*, \$2-3; *New Victoria*, \$2-2½; *Aberdeen*), the commercial metropolis of New Brunswick (pop. 39,179) and sixth city of the Dominion of Canada, finely situated at the mouth of the *St. John River*. For details, see *Baedeker's Canada*.

FROM BANGOR TO GREENVILLE (*Moosehead Lake*), 89 M., *Bangor & Aroostok Railroad* in 4 hrs. (fare \$2.90). This line diverges to the left from the *Maine Central R. R.* at (13 M.) *Oldtown* (see above) and traverses a sparsely peopled district, with some picturesque scenery. — At (40 M.) *Milo Junction* the railway forks (branch to *Ashland*, see p. 111). — 53 M. *Dover* is the junction of the line from *Newport* and *Dexter* (see above). — 89 M. *Greenville* (*Moosehead Inn*, *Evoeth Ho.*, \$2-2½; *Lake Ho.*, \$2), at the S. end of *Moosehead Lake*. [Another railway-route from *Bangor* to *Greenville* runs viâ *Newport* and joins the above route at *Dover*.]

Moosehead Lake, the largest in Maine, with 400 miles of shore-line (35 M. long, 1-15 M. wide), lies about 1000 ft. above the sea and is drained by the *Kennebec River*. Its waters abound in trout and other fish, and the forests surrounding it are well stocked with moose, caribou, deer, and ruffed grouse. Black flies and mosquitoes are very troublesome

here in June and July. About 25 steamers ply on the lake. — From Greenville a small steamer, connecting with the regular trains, plies in summer to (17 M.) *Mt. Kineo* (1760 ft.; *View), which projects into the lake on the E. side, so as to narrow it down to a channel 1 M. across. The **Mt. Kineo Hotel* (\$2½-4; 500 beds) is a favourite resort of anglers and their families. The steamer goes on from Mt. Kineo to (18 M.) the N. end of the lake, whence a portage of 2 M. leads to the upper waters of the *Penobscot River*. Other steamers make the round trip every week-day. Enterprising travellers may descend the Penobscot and the lakes along it in birch-bark canoes (with guides) to *Mattawamkeag* (p. 110; 6-8 days). A good view is obtained to the E. of *Mt. Katahdin* or *Katahdin* (5200 ft.), which is also visible from Moosehead Lake (to the N.E.) in clear weather. Greenville is also a station on the Canadian Pacific Railway from St. John, via *Mattawamkeag* (comp. p. 110), to *Lake Megantic* (84 M. from Greenville; frequented by sportsmen) and *Sherbrooke* (151 M. from Greenville; see p. 110). This line traverses an excellent sporting district (comp. *Baedeker's Canada*).

FROM BANGOR TO ASHLAND (166 M.) AND LIMESTONE (204 M.), *Bangor & Aroostook Railroad* in 6½-8 hrs. (fares, \$6.40, \$7.25; parlor-car to Caribou \$1). This railway, completed in 1896, opens up the hitherto little accessible 'Aroostook Region', which is full of opportunities for the sportsman and angler. The arrangements for guides, camps, and inns are similar to those in the Moosehead district. Full information may be obtained from the General Passenger Agent of the railway, at Bangor. — From Bangor to (40 M.) *Milo Junction*, see p. 110. At (46 M.) *Brownville Junction*, where a short branch-line diverges to (9 M.) the *Katahdin Iron Works* (Silver Lake Ho.), we cross the Canadian Pacific Railway (comp. *Baedeker's Canada*). We then traverse the districts of *Schoodic* and *Sebois Lakes*, on which are numerous camps and sporting stations. 73 M. *Norcross* (Norcross Ho., \$2), for *Twin Lakes*; 80 M. *Millinocket*, for *Millinocket Lake*. — 90 M. *Stacyville* (East Branch Ho., \$1) and (103 M.) *Sherman* (Aroostook Ho., \$1) are the nearest rail. stations to *Mt. Katahdin* (see above), which rises about 19 M. to the W. — From (104 M.) *Patten Junction* a short line runs to (6 M.) *Patten* (Patten Ho., \$2), a sporting centre. — At (124 M.) *Ashland Junction* the line forks. The right branch runs to the E. to (140 M.) *Houlton* (Snell Ho., Exchange, \$2), where it connects with the C. P. R. (comp. *Baedeker's Canada*), and thence to the N. to (180 M.) *Fort Fairfield Junction* (for a line to *Aroostook*, see *Baedeker's Canada*), *Caribou* (200 M.; Vaughan, Burleigh, \$2), and (216 M.) *Limestone* (Bangor & Aroostook Ho., \$1½). From *Caribou* the line is to be prolonged to (24 M.) *Van Buren*. — The left branch runs to the N. from *Ashland Junction* (see above) to (166 M.) *Ashland* (Ashland Ho., Exchange, \$1½).

The Bar Harbor branch crosses the *Penobscot* and runs from Bangor toward the S.E. The chief station is (167 M.) *Ellsworth*, a ship-building place with 4804 inhab., at the head of navigation of *Union River*. We pass *Green Lake* (well stocked with landlocked salmon and trout) on the left and another small lake on the right. At (173 M.) *Franklin Road* we have our first view of *Mt. Desert* (right). 180 M. *Mt. Desert* or *Bar Harbor Ferry* (Bluffs Hotel, \$2½; Rail. Restaurant). The train runs alongside the steamer, which crosses **Frenchman Bay* to (190 M.) *Bar Harbor* (p. 114), sometimes calling first at (185 M.) *Sorrento* (*Sorrento Hotel*, \$3-5, with good café-restaurant), a pleasant resort on the mainland.

b. Viâ Rockland.

156 M. MAINE CENTRAL RAILROAD to (86 M.) *Rockland* in 3¾ hrs.; STEAMER from *Rockland* to (70 M.) *Bar Harbor* in 6-7 hrs. (through-fare \$3½).

As far as (30 M.) *Brunswick* this route coincides with that above described. Here we diverge to the right and soon reach (38 M.)